

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 11, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: June 17, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

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| 1. | Nationwide Fence & Supply, Inc. 53861 Gratiot Avenue Chesterfield, MI 48051 | Trunkline Guardrail Maintenance | \$42,353 |
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Approval is requested to authorize the Oakland County Road Commission to increase a previously approved subcontract of \$341,505 by \$42,353. The original one-year contract was approved by the State Administrative Board on October 15, 2002. Due to the severity of the weather this winter, guardrails were hit more often than anticipated, leading to increased repair expenses. The subcontract term remains unchanged, October 15, 2002 through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The subcontract is for the repair of guardrails on MDOT trunklines. The contract includes the repair and replacement of galvanized beam guardrails due to hits.

Benefit: The contract provides for the maintenance of guardrails, which will result in safer highways for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The maintenance of guardrails is needed to provide safe road conditions for motorists. If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 2. | Central Asphalt P.O. Box 389 Mt. Pleasant, MI 48858 | Mill & Resurface | \$84,970 |
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Approval is requested to authorize the City of Clare to award a subcontract for cold milling and resurfacing of 710' of the US-127 business route (BR). The contract includes the removal and replacement of 100' of curbs and gutter on the US-127 BR within the city of Clare. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds

New Project Identification: This is routine maintenance and not a new project.

- New Project Identification:** This is routine maintenance and not a new project.

- Funding Source:** 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surface is in need of resurfacing to prevent unsafe road conditions for motorists. If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 5. | Six-S. Inc. 2210 Scott Lake Road Waterfield, MI 48328 | Concrete Pavement Repair | \$200,000 |
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Approval is requested to authorize the Macomb County Road Commission to award a subcontract for concrete repair on M-59 (westbound) from Romeo Plank to M-53 and M-3 (southbound) between Market Street and Cass Street in the city of Mt. Clemens. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: For concrete pavement repair on M-3 and concrete-surface spall repair on M-59. Work will include joint repair, full depth concrete repair, surface spall repair, and joint spall repair.

Benefit: The repair will eliminate annual maintenance costs for surface repairs on M-3 and M-59.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surface is in need of concrete pavement repair to prevent unsafe road conditions for motorists. If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 6. | Torch Lake Area Sewage Authority 20 Gregory Street Lake Linden, MI | Catch Basin Cleaning | \$34,580 |
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Approval is requested to authorize the Houghton County Road Commission to award a one-year subcontract for the cleaning of drainage structures (catch basins) located on M-26, M-203, and US-41 in Houghton County. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds

Purpose/Business Case: This contract will provide for the flushing and vacuuming of water and debris from various catch basins located in Houghton County to allow for proper drainage.

Benefit: Will maintain a functional drainage system and prevent sediment buildup in catch basins and blockage of storm water runoff.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed price based on a predetermined quantity of catch basins.

Risk Assessment: Failure to perform this activity will cause the catch basins and tiles to plug, resulting in drainage backups onto trunklines. The backup of storm water runoff could lead to potential road flooding and costly future repairs. This could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

CONTRACTS

7. HIGHWAYS - IDS Utilities and Permits Services

Retroactive Authorization Revision (Z21/R1) under Contract (98-1405) between MDOT and Tampa Bay Engineering Group, Inc. (TBE), will retroactively extend the authorization term by twelve months and increase the authorization amount by \$62,110.41 to provide for continued utility coordination and subsurface utility engineering services due to the complexity of the project. More underground utilities were located than originally anticipated, making the project coordination of the relocation of these utilities very complex, with more time and money needed to complete the design. The work is for the Capital Loop reconstruction project, which is located in the city of Lansing, Ingham County. The revised authorization term will be from July 14, 2000, through January 20, 2004. The revised authorization amount will be \$229,091.41. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the continuation of utility coordination and subsurface utility engineering within the highway right-of-way.

Benefit: To provide accurate utility information to designers early in the development of the project so that design adjustments can be made to avoid utility conflicts and utility coordination and relocation issues can be addressed to avoid damaging unknown utility lines, thus avoiding project delays.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: When unknown utility facilities are hidden from view (buried), they are often discovered in the construction phase of a project. During this phase, the costs of conflict resolution and potential for catastrophic damages are highest. Existing subsurface utilities constitute a significant portion of the underground infrastructure. Inaccurate, incomplete, and/or out-of-date information reduces the ability to make informed decisions regarding the project's impact to underground utilities.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This project involves the rehabilitation of existing roadway.

8. *HIGHWAYS – Retroactive IDS Time Extension

Retroactive Amendatory Contract (99-0216/A1) between MDOT and Moore & Bruggink, Inc., will retroactively extend the contract term by fifteen months to provide sufficient time for the consultant to complete the services under authorization 10 (Z10) of the contract. The original contract provided for construction engineering services to be performed on an as needed/when needed basis. The revised contract term will be March 30, 1999, through December 15, 2003. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To rehabilitate the existing pavement and drainage by repairing deteriorated portions and resurfacing on 5.40 miles of the US-31 business route in the cities of Muskegon, Muskegon Heights, and Norton Shores, Muskegon County.

Benefit: Repair of existing roadway will provide for a smoother ride and decreased maintenance and repair costs.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing roadway was deteriorating to the point of becoming a safety concern for motorists.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new roadway. This is a rehabilitation of an existing roadway.

* Denotes a non-standard contract/amendment

9. HIGHWAYS – IDS Construction Engineering Services

Retroactive Authorization Revision (Z10/R1) under Contract (99-0216) between MDOT and Moore & Bruggink, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization provides for construction engineering services to be performed on the US-31 business route in the Grand Region (CS 61151 – JN 45809A). The revised authorization term will be January 15, 2002, through December 15, 2003. The total authorization amount remains unchanged at \$459,353.16. The revised contract term (see Item 8, above) will be March 30, 1999, through December 15, 2003. This authorization revision will not be awarded until after the amendment extending the contract has been awarded. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To rehabilitate the existing pavement and drainage by repairing deteriorated portions and resurfacing on 5.40 miles of the US-31 business route in the cities of Muskegon, Muskegon Heights, and Norton Shores, Muskegon County.

Benefit: Repair of existing roadway will provide for a smoother ride and decreased maintenance and repair costs.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing roadway was deteriorating to the point of becoming a safety concern for motorists.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new roadway. This is a rehabilitation of an existing roadway.

10. *HIGHWAYS - Retroactive Time Extension

Retroactive Amendatory Contract (2000-0124/A1) between MDOT and Wilcox Professional Services, LLC, will retroactively extend the contract term by twelve months to provide sufficient time for the consultant to complete the construction engineering services on M-45. The original contract provided for construction engineering services to be performed on M-45, 68th Avenue to 40th Avenue, Ottawa County (CS 70041 – JN 47840A). The revised contract term will be April 7, 2000, through December 31, 2003. The total contract amount remains unchanged at \$2,107,076.96. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

It was anticipated that the project work would be completed by the contract expiration date; however, delays in construction resulted in additional time needed for construction engineering. The amendment was originally scheduled for the April 1, 2003, Director's Agenda; changes in agenda requirements requiring this item to be submitted to the State Administrative Board further delayed the processing of this retroactive amendment.

Purpose/Business Case: To provide construction engineering services for widening from two to four lanes on M-45 with a boulevard.

Benefit: The benefits will be to improve the levels of safety and traffic flow, reducing congestion.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Due to the need for construction engineering services, the consultant has performed within the direction of the scope of services. Delays in the construction have caused the contract to need extending. The services include the finalizing of the engineering services.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project.

11. HIGHWAYS – IDS Design Consultant Services

Retroactive Authorization Revision (Z13/R1) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization (Z13) provided for the design of the Grand River entrance ramp to I-94 westbound over the ramp to I-96 in Wayne County (S43 of 82123 - JN 59278D). The revised authorization term will be August 21, 2002, through March 9, 2004. The total authorization amount remains unchanged at \$144,473.71. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

The project manager requested the time extension and assumed the expiration date was revised. On May 21, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active.

Purpose/Business Case: The work is for superstructure replacement, widening, and substructure repairs.

Benefit: The benefits of this work are a new bridge superstructure and repairs that will extend the life of this structure.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Risk assessment is higher continuous maintenance costs and decreased motorist safety

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

12. HIGHWAYS – IDS Design Consultant Services

Retroactive Authorization Revision (Z14/R1) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization (Z14) provided for the design of the eastbound I-94 exit ramp to Grand River over the I-96 ramp in Wayne County (S47 of 82123 - JN 59278E). The revised authorization term will be August 21, 2002, through March 9, 2004. The total authorization amount remains unchanged at \$144,473.71. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

The project manager requested the time extension and assumed the expiration date was revised. On May 21, 2003, the project manager was notified by the MDOT payments person that the authorization had expired on March 9, 2003. The service could not be suspended after the March 9, 2003, date because the project is still active.

Purpose/Business Case: The work is for superstructure replacement, widening, and substructure repairs.

Benefit: The benefits of this work are a new bridge superstructure and repairs that will extend the life of this structure.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Risk assessment is higher continuous maintenance costs and decreased motorist safety

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

13. HIGHWAYS - Increase Scope and Amount, Extend Term

Amendatory Contract (2000-0812/A3) between MDOT and Wilcox Professional Services, LLC, will provide for additional studies and the preparation of plans for a segment of I-75 with a partial cloverleaf interchange at M-46, will increase the contract amount by \$1,441,547.28, and will extend the contract term by one year to provide sufficient time for the consultant to complete the work. The original contract provides for the design of I-75 from south of M-46 to north of the I-675 northbound off-ramp in Saginaw County (CS 73111 - JN 47478C). The revised contract term will be February 7, 2001, through December 31, 2004. The revised total contract amount will be \$5,322,234.61. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide and complete design engineering services for interchange operational improvements at I-75 and M-46, Buena Vista Township, Saginaw County.

Benefit: Benefits include reconstruction of freeway; reconstruction of seven bridges; improvement of operations; increased safety; geometry of ramps, freeway, and M-46; reduction in user delay costs; improved conditions for Delphi Plants; improved ride; and improved long-term maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not awarded, safety issues and congestion will not be resolved and higher maintenance costs to maintain I-75, M-46, and the bridges will be incurred.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a reconstruction project.

14. HIGHWAYS – Increase Scope and Amount

Amendatory Contract (2000-0972/A3) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will add an additional geometric alternative due to environmental and right-of-way issues and will increase the contract amount by \$27,356.50. The original contract provides for the design of I- 96 at the Latson Road/Nixon Road interchange and at the Lake Chemung interchange in Livingston County (CS 47065 – JN 40641C). The length of this project is 3 km (1.9 miles). The revised contract term will be November 21, 2000, through December 31, 2004. The revised total contract amount will be \$2,714,042.82. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This amendment will allow the consultant to design retention basins for the Latson Road interchange and design the signal for the Lake Chemung interchange.

Benefit: The retention basins are required by the Livingston County Drain Commission (LCDC). MDOT will benefit by being able to complete the plans at the interchange and allow for future construction when funding is available. The signals are necessary to complete the design of the Lake Chemung interchange. The signal location and configuration have changed from the original scope. MDOT will benefit by being able to complete the plans and let the project in 2003.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the retention basins are not designed, the right-of-way needs will not be identified, and the LCDC will not allow us to discharge our storm sewer outlets into the county drain system. If the signal design work is not completed, the project will not be completed for a 2003 letting and MDOT will lose approximately \$3,000,000 in Interstate Maintenance Discretionary funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: The new project portion of the project will be 90% of the total work designed. The work at the interchange of Latson Road will only be designed, not built. Only the improvements for safety and storage capacity of the ramp at Lake Chemung will be constructed, due to a shortage of funding. This amendment is for additional services to resolve some issues that arose in the final design of the project; Livingston County would not approve the drainage plans without minor changes being made.

15. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z5/R2) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional construction engineering services and will increase the authorization amount by \$193,922.93. The original authorization (Z5) provides for construction engineering services for a superstructure replacement, pier repair, guardrail upgrade, and approach work on two structures at US-24 under M-102 in the cities of Detroit and Southfield in Wayne and Oakland Counties (CS 82141 - JN 51501A). The term of the authorization remains unchanged, January 8, 2003, through November 29, 2004. The revised authorization amount will be \$293,176.15. The contract term is November 29, 2001, through November 29, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The construction project was awarded November 2002. The authorization for Parsons Brinckerhoff includes the construction engineering of the construction project to oversee the replacement of the superstructure.

Benefit: The project provides for a superstructure replacement, pier repair, guardrail upgrade and approach work on two structures at US-24 under M-102.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This project will decrease the risk of accidents and reduce future maintenance cost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is a rehabilitation of existing structures (S-01-3 and S-01-4, Telegraph Road) under US-102 (Eight Mile Road)).

16. HIGHWAYS – IDS Engineering Services

Authorization (Z2) under Contract (2002-0163) between MDOT and Midwestern Consulting, LLC, will provide for engineering services to be performed for traffic counts at 51 MDOT-owned traffic signals along Woodward Avenue in the city of Detroit, Wayne County (CS 82400 - JN 74234). The goal of this project is to collect traffic volume and turning movement data for use by MDOT in the future development of new traffic signal timings. This authorization will be in effect from date of award through October 19, 2003. The authorization amount will be \$104,202.64. The contract term is November 20, 2001, through November 20, 2004. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This project is part of the FHWA Congestion Mitigation and Air Quality (CMAQ) program. MDOT received approximately \$355,000 to retime traffic signals in the City of Detroit. A portion of these funds will be used in 2003 to optimize the Woodward Avenue corridor from downtown Detroit to Eight Mile Road, which consists of 51 signals. Signal optimization projects consist of three parts: data collection, signal optimization, and implementation. This contract is for the data collection portion of Woodward Avenue. The Road Commission for Oakland County recently completed two large signal optimization projects, as did Genesee County. Both projects required approximately 40-60 hours per intersection for data collection and optimization. Additional time was required for review and implementation. Both projects used outside consultants to perform the majority of the work, especially data collection, due to a lack of the required staff. Large corridor signal optimization projects require that the data be collected over a very narrow time period to maintain the consistency of data. Sporadic data collection (collecting data at a few intersections at a time) results in traffic counts at various intersections that may be impacted by outside factors such as spring break, summer vacations, special events, etc., that would result in significant errors in the optimized timings. MDOT faces the same staffing issues. Our personnel are currently collecting data for new traffic signal or for operational improvements at isolated locations throughout the State and are not equipped to handle the large influx of data needed for a large corridor optimization project.

Benefit: Optimizing the signal timings along Woodward Avenue will have significant region-wide benefits. The CMAQ application documented an increase in speeds along Woodward from 26.5 mph to 30 mph. This project is anticipated to result in a reduction of approximately 38 tons per year of volatile organic compounds emissions. National studies of similar programs have shown significant reductions in travel time (11.4%), delays (24.9%), and stops (27%). The evaluation results of the Oakland and Genesee County projects are not available; however, it is anticipated that they will show similar benefits. These parameters will be evaluated by MDOT as part of the next phase of this project. A national study has shown that a similar program in California resulted in a benefit/cost ratio of 17:1. Additionally, there are numerous documented safety benefits of signal optimization. Improving the timing of traffic signals can reduce the number of crashes along a corridor by 10%. Using a consultant for this effort will permit MDOT to optimize the signal timings in a timely fashion and implement these new timings to provide these benefits to the citizens of Michigan.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This project is a necessary step in optimizing traffic signals along the Woodward Avenue corridor. If this project is not undertaken, MDOT will be unable to develop optimized signal timings and to provide sufficient green time for each approach; also, motorists will continue to waste fuel, produce excess auto emissions, and waste time stuck in needless congestion.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is work that is retiming existing traffic signals.

17. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0171/A3) between MDOT and The Corradino Group will add additional drainage analysis with field work and provide an alternative analysis for a separate storm water discharge system to the project work and will increase the contract amount by \$125,794. The original contract provides for the design of I-75 freeway corridor located in Oakland County (CS 63174 - JN 55776). The contract term remains unchanged, March 7, 2002, through April 1, 2005. The revised total contract amount will be \$2,525,005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide a more complete drainage analysis along I-75, including an alternatives analysis for a separated storm water discharge system. Many crossings have not been identified historically, and there is a need to identify them through GPS fieldwork in order to propose the best solution to manage the water along the freeway. Hydraulic analysis is required at the Final Environmental Impact Statement (FEIS) stage to assure that drainage will accommodate a 100-year storm event without affecting backwater. Construction activity occurring within the 100-year floodplain falls within the regulatory jurisdiction of the MDEQ (Part 91, Floodplains, of 1994 P.A., 451, as amended), if the drainage area at the project is greater than two square miles.

Benefit: Improved drainage along the I-75 corridor without exceeding our current limits of discharge. In the north section, assurance that the project will not increase the hazard of flooding or a loss of floodplain values, consistent with 23 CFR 650 and Federal Executive Order 11998. In the south (depressed) section of the corridor, MDOT stormwater flows to a combined sewer system. Diverting MDOT stormwater from this system means reduced pressure on Detroit's sewage treatment plant and reduced overflows of the plant capacity. During storm events combined sewer flow now exceeds capacity, and the combined effluent (including raw sewage) must be bypassed around the treatment plant to surface waters. The drainage analysis will determine the best course of action.

Funding Source: Obligated Build Michigan III funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded, drainage issues along this 18 mile corridor will not be resolved, and higher costs and hours will need to be expended in order to delineate alternatives for separating storm water discharge. The EIS is a decision making document. It allows looking at drainage for the corridor in a holistic manner for the entire 18 miles. When the project goes to design, several contracts will likely be let, breaking the corridor up into pieces, so drainage cannot easily be addressed in a comprehensive way at that time. The impact of drainage needs to be assessed and evaluated in order for mitigation options to be properly identified in the EIS.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This amendment is for a complete drainage analysis along I-75 and is new work. The original contract is for a capacity improvement study for the addition of additional lanes.

18. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z2/R1) under Contract (2002-0387) between MDOT and Fleis & Vandenbrink Engineering, Inc., will extend the authorization term by six months to provide sufficient time for the consultant to complete the services. The original authorization (Z2) provided for construction inspection and testing services on I-96, Kent County (CS 41025 - JN 55315A). This revised authorization term will be February 19, 2003, through December 31, 2003. The authorization amount remains unchanged at \$128,011.05. The contract term is May 3, 2002, through May 3, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This authorization provides for inspection and testing oversight to freeway sign upgrading along I-96 in Kent County.

Benefit: This authorization provides for the upgrade of old signs that do not have the proper reflectivity.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If project didn't go, the reflectivity on the old signs would continue to deteriorate and the signs would be less visible at night and during inclement weather. The current expiration date is before the project completion date. If it is not extended, MDOT would not be able to provide the necessary inspection.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is an upgrade of existing signage.

19. *HIGHWAYS - Retroactive Time Extension

Retroactive Amendatory Contract (2002-0613/A1) between MDOT and Wilcox Professional Services, LLC, will retroactively extend the contract term by twelve months to provide sufficient time for the consultant to complete the design services. The original contract provided for the early preliminary engineering for the design of I-94 from Rouge River to Wyoming Avenue in Wayne County (CS 82022 - JLN 55848). The revised contract term will be January 30, 2003, through May 7, 2004. The total contract amount remains unchanged at \$903,613.88. Source of Funds: 100% State Restricted Trunkline Funds.

The Project Manager assumed the expiration date was adequate and therefore had not requested an extension. It was anticipated that the project would be completed by the expiration date, however, due to MDOT's decision to perform additional field reviews and further the discussions with FHWA additional time is requested. FHWA's input was needed on the alternative selections and many design exceptions that will be required.

Purpose/Business Case: Consultant is providing a final scoping package for the rehabilitation work in the I-94 corridor between the Rouge River and Wyoming Ave.

Benefit: Reconstructing these roadway interchanges and bridges will provide for improved safety, greatly reduced maintenance costs, and a better ride for motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not undertaken, safety would not improve and the existing pavement condition and bridges would continue to deteriorate, resulting in higher maintenance costs and a worse ride for motorists. Also, by not undertaking this project, MDOT would be less likely to achieve its goal of having 90 percent of State roads in good condition by 2007.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee bases not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project involves reconstruction of existing roadways and bridges.

20. *HIGHWAYS - University Research Services

Contract (2003-0139) between MDOT and the University of Michigan will provide for research services for Portland Cement Concrete (PCC) Pavement Acceptance Criteria for new construction when built-in curling exists on pavement. The work items of this contract include the pavement measurements to quantify and qualify the built-in curling for concrete pavement for pavement acceptance at time of construction. This contract will be in effect from the date of award through thirty months. The total contract amount will be \$296,943. Source of Funds: 100% State Restricted Trunkline Funds.

This contract was originally submitted and approved on the March 18, 2003, State Administrative Board agenda. At the time it was thought that Attorney General (AG) and Office of Commission Audits (OCA) approvals were not necessary for the contract language. It has now been determined that AG and OCA approvals are necessary, so the contract is being resubmitted with the appropriate approvals in place.

Purpose/Business Case: Construction of new concrete pavements during sunny and hot weather followed by cool nights can cause severe locked-in upward slab curling. The slab does not have proper joint and edge support at this point and when repeated multi-axle loads occur (truck traffic), the slab is prone to mid-slab cracking and early, pre-mature failure.

Benefit: Field measurements will quantify and qualify the built-in curling for pavement acceptance at construction. Laboratory study and analysis will quantify shrinkage effects on internal slab stresses. The information will allow measurements to determine in-place pavement slab characteristics and properties; these acceptance criteria will reflect the pavement's overall remaining service life, and preventive maintenance schedules can be adjusted and their future costs anticipated.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This information is vital to the preventive maintenance program, to the acceptance testing program, and to future warranty/performance programs. Understanding the problem better will allow MDOT and contractors to make adjustment to lessen or prevent this distress from causing early failures to newly-constructed pavements. The problem has been identified and cannot be ignored.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new research project.

21. *HIGHWAYS - University Research Services

Contract (2003-0196) between MDOT and Michigan State University will provide for research services to develop information and educational programs to alleviate deer-vehicle collisions. The work items of this contract include the determination and development of reports and research necessary to complete the final report. This contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$62,306. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose is to reduce the frequency of deer-vehicle collisions (DVC) through improvement of knowledge about the characteristics of DVCs, who is involved in DVCs, and the human factors that may modify driver behavior.

Benefit: An estimated 65,000 DVCs occur annually in Michigan and result in over \$120 million in vehicle damages (an average of \$1846 per crash) and more than \$180 million in total costs to society. Reducing the number of these crashes will effectively lower these costs as well as reducing the number of personal injuries and deaths. Public education and awareness will help decrease the risks to human health and safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The frequency of DVCs will continue to increase, resulting in property damage, personal injuries, and sometimes the loss of life. The informational and educational component of this health, safety, and economic issue will go unaddressed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New research study (73999).

22. *HIGHWAYS - University Research Services

Contract (2003-0197) between MDOT and Michigan State University will provide for research services to determine the environmental factors affecting frequency and rates of deer-vehicle collisions in Southern Michigan. The work items of this contract include the preparation of a final report, a Geographic Information Systems (GIS) database, and models that will be distributed to enable the forecasting of the deer-vehicle collision hot spots. This contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$59,786. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose is to determine the environmental factors affecting the rate and frequency of deer-vehicle collisions (DVCs) in Michigan, then develop computer predictive models that provide guidance on where current and future DVC hotspots will occur in the State. Geographic Information Systems (GIS) will be used to determine the influences of habitat composition/structures, deer habitat potential, land use, and vehicle traffic patterns on the rate and frequency of DVCs.

Benefit: Research-supported knowledge is urgently needed on effective measures that can be developed to alleviate the impacts of DVCs. Reducing the number of collisions will have significant affects on reducing property damage, personal injuries, and fatalities.

Funding Source: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The rate and frequency of DVCs will continue to increase. The costs associated with these collisions will rise—for property damage, personal injuries, and fatalities. The problem will continue to grow.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New research study (74003).

23. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5191) between MDOT and City of Houghton will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Landscaping work along Highway US-41 (Townsend Drive) from MacInnes Drive to Houghton Avenue, including tree planting and sod replacement work.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$26,325 |
| City of Houghton Funds | \$ <u>8,775</u> |
| Total Funds | <u>\$35,100</u> |

STE 31437 – 72185; Houghton County
Force Account

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Houghton Funds.

Commitment level: 75% Federal up to \$26,325 and the balance by City of Houghton; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Local Agency to perform work with own forces at a cost determined to be at least six (6) percent less than if work were contracted.

New Project Identification: New landscaping for existing roadway.

24. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2002-5468) between MDOT and Otsego County Road Commission will provide for participation in the construction by the County of the following Transportation Enhancement improvements:

Chip seal and minor widening work along McGregor Road from 0.5 km west of Lewis Road to 0.88 km west of Lewis Road at the west branch of the Sturgeon River for erosion and pollution control, including grading, aggregate base work, checking of dams, and restoration work.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$53,928 |
| Otsego County Road Commission Funds | <u>\$13,482</u> |
| Total Funds | <u>\$67,410</u> |

STE 69080 - 54912

Agreed To Unit Price Project

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Environmental mitigation to address water pollution due to highway runoff.

Funding Source: Federal Transportation Enhancement Activities Funds and Otsego County Road Commission Funds.

Commitment level: 80% Federal up to \$55,880 and the balance by Otsego County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Local Agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

New Project Identification: Improve existing roadway.

25. HIGHWAYS - IDS Construction Engineering Services
Authorizations (Z17/Z18) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering of 16 miles of concrete pavement restoration, hot mix asphalt overlay, guardrail improvements, culvert rehabilitation, intersection improvements, and minor bridge rehabilitation on M-43 from M-66 to Saginaw Highway in Eaton County (CS 23041 - JN 43491A and 58197A). The total cost of these authorizations will be \$630,057.08. The contract term is March 18, 2003, through March 18, 2006.

Authorization (Z17) will be in effect from the date of award through March 18, 2006. The authorization amount will be \$212,793.03 (JN 43491A). Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Authorization (Z18) will be in effect from the date of award through March 18, 2006. The authorization amount will be \$417,264.05 (JN 58197A). Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: These authorizations will provide for construction engineering, testing, inspection, and office technician services on a State and Federal aid road and bridge construction project.

Benefit: Application and verification that all contract work complies with the contract documents (proposal, specifications, material usage, etc.).

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of Federal aid monies and support on road and bridge projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project; it is a road and bridge rehabilitation project on existing facilities.

26. HIGHWAYS - IDS Engineering Services

Contract (2003-0290) between MDOT and Global Remediation Technologies will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

27. HIGHWAYS - Chemical Storage Facility

Contract (2003-0332) between MDOT and the Iron County Road Commission will provide for the construction of a chemical storage facility in the city of Crystal Falls, Iron County. The contract will be in effect from the date of award through two years. The estimated total contract amount will be \$420,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Contract will provide for the construction of a chemical storage facility in the city of Crystal Falls in Iron County. The chemical storage building will be a concrete wall-type bulk facility with a capacity of approximately 2,500 tons for the storage of bulk chemicals to be used on State trunkline highways and county roads.

Benefit: Will assure the most cost-effective and efficient way of delivering winter operation activities in the area.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of State trunkline highways and county roads within Iron County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, resulting in potentially unsafe roads and travel conditions for the public.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent use of trunkline budget for any unnecessary work or expenditures.

New Project Identification: Construction of a new chemical storage facility.

28. HIGHWAYS - IDS Engineering Services

Contract (2003-0338) between MDOT and Air Land Surveys, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5210) between MDOT and the City of Grand Rapids will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Historic brick street restoration work along Ionia Avenue from Wealthy Street to Bartlett Street, including brick street removal and replacement, base, curb and gutter, sidewalk, tree, grate, and historic street lighting work.

Estimated Funds:

| | |
|--------------------------------------|---------------------|
| Federal Highway Administration Funds | \$498,889.00 |
| City of Grand Rapids Funds | <u>\$245,721.45</u> |
| Total Funds | <u>\$744,610.45</u> |

STE 41401 – 58153; Kent County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Historic preservation.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Grand Rapids Funds

Commitment level: 67% Federal up to \$498,899 and the balance by City of Grand Rapids; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: Historic preservation of existing street.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5231) between MDOT and the City of Gaylord will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bituminous non-motorized pathway work along North Ohio Avenue from the North Ohio Elementary School northerly to Fairview Road, along Fairview Road from North Ohio Avenue easterly to North Central Avenue, and along Lake State Railroad from approximately 900 feet north of Fairview Road southerly to Tendercare Nursing Home and westerly to Random Lane.

Estimated Funds:

| | |
|--------------------------------------|---------------------|
| Federal Highway Administration Funds | \$ 95,793.00 |
| City of Gaylord Funds | \$ <u>41,054.15</u> |
| Total Funds | <u>\$136,847.15</u> |

STE 69446 – 72195; Otsego County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Gaylord Funds.

Commitment level: 70% Federal up to \$95,793 and the balance by the City of Gaylord; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5255) between MDOT and Manistee County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Rehabilitation and restoration of historic monuments along Coates Highway from Highway US-31 easterly to the Wexford County Line.

Estimated Funds:

| | |
|---------------------------------------|------------------|
| Federal Highway Administration Funds | \$40,000 |
| Manistee County Road Commission Funds | \$ <u>10,000</u> |
| Total Funds | <u>\$50,000</u> |

STE 51438 - 73838
Force Account

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Historic preservation.

Funding Source: Federal Transportation Enhancement Activities Funds and Manistee County Road Commission Funds.

Commitment level: 80% Federal up to \$40,000 and the balance by Manistee County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if work were contracted.

New Project Identification: Historic preservation of existing monuments.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5290) between MDOT and Calhoun County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Rehabilitation and restoration of the historic Bauer Road Bridge and the historic Charlotte Highway Bridge.

Estimated Funds:

| | |
|--------------------------------------|------------------|
| Federal Highway Administration Funds | \$361,140 |
| Calhoun County Road Commission Funds | \$ <u>90,285</u> |
| Total Funds | <u>\$451,425</u> |

STE 13411 - 50920

Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Historic preservation.

Funding Source: Federal Transportation Enhancement Activities Funds and Calhoun County Road Commission Funds.

Commitment level: 80% Federal up to \$361,140 and the balance by Calhoun County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: Rehabilitation and restoration of existing bridges.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5291) between MDOT and Manistee County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Widening and paving of shoulders for use as a pedestrian walkway along Sixth Street from Pine Street to Oak Street.

Estimated Funds:

| | |
|---------------------------------------|--------------------|
| Federal Highway Administration Funds | \$49,999.00 |
| Manistee County Road Commission Funds | <u>\$14,934.77</u> |
| Total Funds | <u>\$64,933.77</u> |

STE 51010 - 72308
Force Account

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Manistee County Road Commission Funds.

Commitment level: 77% Federal up to \$49,999 and the balance by Manistee County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Local agency to perform work at a cost determined to be at least six (6) percent less than if it were contracted.

New Project Identification: New pedestrian and bicycle facility.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5296) between MDOT and the City of Flint will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bicycle path and prefabricated pedestrian bridge work along the south side of the Flint River from west of Fifth Avenue to and across the Stevens Street pedestrian bridge.

Estimated Funds:

| | |
|--------------------------------------|---------------------|
| Federal Highway Administration Funds | \$219,974.00 |
| City of Flint Funds | <u>\$ 54,993.50</u> |
| Total Funds | <u>\$274,967.50</u> |

STE 25495 – 72124; Genesee County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Flint Funds.

Commitment level: 80% Federal up to \$219,974 and the balance by City of Flint; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5298) between MDOT and the Benzie County Road Commission will provide for participation in the following improvements:

Guardrail replacement and shoulder improvement work along County Road 665 from east of Tucker Road to Cedar Valley Road.

Estimated Funds:

| | |
|--------------------------------------|-----------------|
| Federal Highway Administration Funds | \$70,400 |
| Benzie County Road Commission Funds | <u>\$17,600</u> |
| Total Funds | <u>\$88,000</u> |

STH 10609 - 73596

Local Force Account

Purpose/Business Case: To replace guardrail and improve shoulders.

Benefit: Upgrade safety of roadside features.

Funding Source: Federal Surface Transportation Program Funds and Benzie County Road Commission Funds.

Commitment Level: 80% Federal up to \$200,000 and the balance by Benzie County Road Commission.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

New Project Identification: Replace existing guardrail and improve existing shoulders.

36. HIGHWAYS - Cost Participation for Local Agency Enhancement Contract
Amendatory Contract (2003-5308) between MDOT and the Association for Retarded Children of Western Wayne County will provide for funding participation in the following Transportation Enhancement improvements:

Administration of bicycle safety and education programs for individuals with disabilities, including purchase of materials, operating expenses, and personnel expenses at basic skills sites and winter skills sites.

Estimated Funds:

| | <u>ORIGINAL</u> | <u>AMENDED</u> | <u>TOTAL</u> |
|--------------------------------------|------------------|----------------|------------------|
| Federal Highway Administration Funds | \$194,080 | \$4,490 | \$198,570 |
| State Restricted Trunkline Funds | \$ 48,520 | (\$4,490) | \$ 44,030 |
| Total Funds | <u>\$242,600</u> | <u>\$ 0</u> | <u>\$242,600</u> |

STE 82900 - 72166; Wayne County
Amendment

The purpose of this amendment is to change the percentage of Federal funding involved with the project. The total estimated project cost remains the same.

Purpose/Business Case: To amend original contract to change the percentage of Federal funding involved with the project from 80% to 81.85%.

Benefit: To correct an error in the Federal percentage ratio of the original contract.

Funding Source: Federal Transportation Enhancement Activities Funds and State Trunkline and Bridge Construction Funds.

Commitment Level: 81.85% Federal and 18.15% State; total not to exceed \$242,600.

Risk Assessment: Without amendment, the project may not be funded with the correct percentage of Federal funds.

Cost Reduction: N/A. (Original contract total capped at \$242,600).

New Project Identification: N/A. (Original contract was to fund existing bicycle safety program).

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5309) between MDOT and the Village of Peck will provide for participation in the construction under contract by the Village of the following Transportation Enhancement improvements:

Multi-use bicycle path and streetscaping work along Sandusky Road (Highway M-19) from the north village limits southerly to West Lapeer Road (Highway M-19) and along West Lapeer Road (Highway M-19) from Sandusky Road (Highway M-19) easterly to the east village limits.

Estimated Funds:

| | |
|--------------------------------------|---------------------|
| Federal Highway Administration Funds | \$122,933.00 |
| Village of Peck Funds | \$ 52,685.57 |
| Total Funds | <u>\$175,618.57</u> |

STE 74031 – 48895; Sanilac County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities and beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and Village of Peck Funds.

Commitment level: 70% Federal up to \$122,933 and the balance by Village of Peck; based on estimate.

Risk Assessment: Contract required in order for Village to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility and new streetscaping for existing roadway.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2003-5315) between MDOT and the City of Portland will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Relocation of the historical Kent Street Bridge over the Grand River for use as part of the Portland Bike Trail system.

Estimated Funds:

| | <u>ORIGINAL</u> | <u>AMEND.</u> | <u>TOTAL</u> |
|--------------------------------------|---------------------|---------------------|---------------------|
| Federal Highway Administration Funds | \$196,590.00 | \$153,068.00 | \$349,658.00 |
| City of Portland Funds | <u>\$221,686.60</u> | <u>\$172,608.60</u> | <u>\$394,295.20</u> |
| Total Funds | <u>\$418,276.60</u> | <u>\$325,676.60</u> | <u>\$743,953.20</u> |

STE 34042 - 59355; Ionia County
Amendment

The purpose of this amendment is to provide an increase in the maximum amount of Federal funds from \$196,590 to \$349,658 to be applied to the eligible items of the project cost. The total project cost reflects the maximum amount in which the Federal Highway Administration will participate.

Purpose/Business Case: Amend original contract to increase the maximum amount of Federal funds from \$196,590 to \$349,658 to be applied to the eligible items of the project cost.

Benefit: Project able to be built with the increase in the amount of Federal funding.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Portland Funds

Commitment Level: 47% Federal up to \$349,658 and balance by City of Portland; based on estimate.

Risk Assessment: Without amendment, project would not be constructed due to lack of funding.

Cost Reduction: N/A. (Original contract was for low bid).

New Project Identification: N/A. (Original contract was for relocating existing bridge.)

39. MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2002-0469/A1) between MDOT and the Dickinson County Board of Commissioners will increase Federal and State grant funds by \$9,500 due to the need for additional soil testing for suspected methane, asphalt testing, and construction supervision. The original contract provides for the rehabilitation of Runway 13/31 and construction supervision at the Ford Airport in Iron Mountain, Michigan. The term of the contract remains unchanged, May 24, 2002, through May 23, 2005. The revised total contract amount will be \$664,500. Source of Funds:

| | <u>Previous Total</u> | <u>Increase</u> | <u>Revised Total</u> |
|---------------------------------------|-----------------------|-----------------|----------------------|
| Federal Aviation Administration Funds | \$589,500 | \$8,550 | \$598,050 |
| State Restricted Aeronautics Funds | \$ 32,750 | \$ 475 | \$ 33,225 |
| Dickinson County Funds | \$ 32,750 | \$ 475 | \$ 33,225 |
| Total | <u>\$655,000</u> | <u>\$9,500</u> | <u>\$664,500</u> |

Purpose/Business Case: The project includes the rehabilitation of runway 13/31. Additional funds were determined necessary to cover the cost of additional soil testing for the suspected presence of methane as well as additional asphalt testing and construction supervision.

Benefit: The original contract to rehabilitation runway 13/31 will extend the life of the pavement to the benefit of the users. The additional funds will ensure that proper testing is conducted for the safety of the workers and the quality of the work itself.

Funding Source: Federal Aviation Administration Funds - \$598,050; State Restricted Aeronautics Funds - \$33,225; Dickinson County Funds - \$33,225; Contract Total - \$664,500.

Commitment Level: The contract has a fixed cost for the construction and consultant services.

Risk Assessment: If the amended contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a rehabilitation project.

40. MULTI-MODAL (Aeronautics) - Increase Scope and Amount

Amendatory Contract (2002-0716/A1) between MDOT and the City of Hillsdale will add an archeological study to the project work and increase the contract amount by \$6,226. The original contract provides for an environmental assessment for the extension of Runway 10/28 at the Hillsdale Municipal Airport in Hillsdale, Michigan. The term of the contract remains unchanged, October 1, 2002, through October 29, 2005. The revised total contract amount will be \$148,226. Source of funds:

| | <u>Previous Total</u> | <u>Increase</u> | <u>Revised Total</u> |
|---------------------------------------|-----------------------|-----------------|----------------------|
| Federal Aviation Administration Funds | \$127,800 | \$5,603 | \$133,403 |
| State Restricted Aeronautics Funds | \$ 7,100 | \$ 311 | \$ 7,411 |
| City of Hillsdale Funds | \$ 7,100 | \$ 312 | \$ 7,412 |
| Total | <u>\$142,000</u> | <u>\$6,226</u> | <u>\$148,226</u> |

Purpose/Business Case: The project includes an environmental assessment for the extension of Runway 10/28. The expanded scope includes an additional archeological study of the area.

Benefit: The current runway is not of sufficient length to efficiently accommodate the types of aircraft using the airport. An extension of the runway is planned. The original contract was for the environmental assessment of the site and planned improvements. Initial coordination with other state agencies indicates that an archeological study is necessary to protect any potential archeological sites.

Funding Source: Federal Aviation Administration Funds - \$133,403; State Restricted Aeronautics Funds - \$7,411; City of Hillsdale Funds - \$7,412; Contract Total - \$148,226.

Commitment Level: The contract has a fixed cost for the consultant work.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: Consultant contracts are reviewed by MDOT personnel for appropriateness and cost reduction.

New Project Identification: This is a new project.

41. MULTI-MODAL (Aeronautics) - Purchase of Equipment

Contract (2003-0303) between MDOT and the Dickinson County Board of Commissioners will provide Federal and State grant funds for the purchase of snow removal equipment with a sweeper and blower at the Ford Airport in Iron Mountain, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$141,450; State Restricted Aeronautics Funds - \$7,858; Dickinson County Funds - \$7,859; Contract Total - \$157,167.

Purpose/Business Case: The project includes the purchase of snow removal equipment, including a sweeper and blower.

Benefit: The benefit derived from the project is the increased capacity of the airport to remove snow from the airport pavements. This will enhance the operational capacity of the airport as well as improve safety during the winter.

Funding Source: FAA Funds (via Block Grant) - \$141,450; State Restricted Aeronautics Funds - \$7,858; Dickinson County Funds - \$7,859; Contract Total - \$157,167.

Commitment Level: The contract has a fixed cost for the purchase of the equipment.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: The purchase price will be determined by local bid and will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new equipment purchase.

42. MULTI-MODAL (Aeronautics) - Expansion of Apron

Contract (2003-0333) between MDOT and the City of Mt. Pleasant will provide Federal and State grant funds for expansion of an apron at the Mt. Pleasant Municipal Airport in Mt. Pleasant, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$306,000; State Restricted Aeronautics Funds - \$17,000; City of Mt. Pleasant Funds - \$17,000; Contract Total - \$340,000.

Purpose/Business Case: The project includes the expansion of an aircraft apron. The expanded apron will be used by an increasing number of transient aircraft.

Benefit: The current aircraft apron is currently inadequate for the number of transient aircraft that use the airport. The expansion will allow these aircraft to have a stable area on which to park.

Funding Source: FAA Funds - \$306,000; State Restricted Aeronautics Funds - \$17,000; City of Mt. Pleasant Funds - \$17,000; Contract Total - \$340,000.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a new project.

43. MULTI-MODAL (Aeronautics) - Rehabilitation, Reconstruction, and Expansion of Apron Contract (2003-0334) between MDOT and the St. Clair County Board of Commissioners will provide Federal and State grant funds for the rehabilitation, reconstruction, and expansion of the terminal apron (Phase II) at the St. Clair County International Airport in Port Huron, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$823,050; State Restricted Aeronautics Funds - \$45,725; St. Clair County Funds - \$45,725; Contract Total - \$914,500.

Purpose/Business Case: The project includes the rehabilitation, reconstruction, and expansion of an aircraft apron. The expanded and improved apron will be used by an increasing number of transient aircraft.

Benefit: The current aircraft apron is currently inadequate for the number of transient aircraft that use the airport. The expansion will allow these aircraft to have a stable area on which to park. Part of the existing apron is also in need of a complete rebuilding, and the remainder of the existing apron needs to be rehabilitated to extend the life of the pavement.

Funding Source: FAA Funds - \$823,050; State Restricted Aeronautics Funds - \$45,725; St. Clair County Funds - \$45,725; Contract Total - \$914,500.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is partially rehabilitation and 85% new project.

44. MULTI-MODAL (Aeronautics) - Purchase of Equipment Contract (2003-0335) between MDOT and the Antrim County Board of Commissioners will provide Federal and State grant funds for the purchase of snow removal equipment at the Antrim County Airport in Bellaire, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$150,000; State Restricted Aeronautics Funds - \$8,333; Antrim County Funds - \$8,334; Contract Total - \$166,667.

Purpose/Business Case: The project is for the purchase of snow removal equipment.

Benefit: The benefit derived from the project is the increased capacity of the airport to remove snow from the airport pavements. This will enhance the operational capacity of the airport as well as improve safety during the winter.

Funding Source: FAA Funds - \$150,000; State Restricted Aeronautics Funds - \$8,333; Antrim County Funds - \$8,334; Contract Total - \$166,667.

Commitment Level: The contract has a fixed cost for the purchase of the equipment.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government cannot afford the cost without Federal and State participation.

Cost Reduction: The purchase price will be determined by local bid and will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new equipment purchase.

45. MULTI-MODAL (Aeronautics) - Environmental Assessment and Preliminary Engineering
Contract (2003-0336) between MDOT and the Gogebic County Board of Commissioners will provide Federal and State grant funds for an environmental assessment and preliminary engineering for the crosswind runway at the Gogebic Iron County Airport in Ironwood, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$122,400; State Restricted Aeronautics Funds - \$6,800; Gogebic County Funds - \$6,800; Contract Total - \$136,000.

Purpose/Business Case: The project is the preliminary engineering and environmental assessment for the construction of a crosswind runway.

Benefit: The benefit derived from the project is the increased capacity of the airport to accommodate aircraft in adverse weather conditions. The air service currently using the airport has requested the crosswind runway before they will improve service to the airport that serves the far western end of the Upper Peninsula.

Funding Source: FAA Funds - \$122,400; State Restricted Aeronautics Funds - \$6,800; Gogebic County Funds - \$6,800; Contract Total - \$136,000.

Commitment Level: The contract has a fixed cost for the consultant work.

Risk Assessment: If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

Cost Reduction: Consultant contracts will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new project.

46. MULTI-MODAL (Aeronautics) - Expand and Rehabilitate Terminal Apron
Contract (2003-0337) between MDOT and the Mackinac County Board of Commissioners will provide Federal and State grant funds for the expansion and rehabilitation of a terminal apron at the Mackinac County Airport in St. Ignace, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$345,000; State Restricted Aeronautics Funds - \$19,167; Mackinac County Funds - \$19,167; Contract Total - \$383,334.

Purpose/Business Case: The project includes the rehabilitation and expansion of an aircraft apron. The expanded and improved apron will be used by an increasing number of transient aircraft.

Benefit: The current aircraft apron is currently inadequate for the number of transient aircraft that use the airport. The expansion will allow these aircraft to have a stable area to park on. Part of the existing apron is also in need to be rehabilitated to extend the life of the pavement.

Funding Source: FAA Funds - \$345,000; State Restricted Aeronautics Funds - \$19,167; Mackinac County Funds - \$19,167; Contract Total - \$383,334.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is partially rehabilitation and 60% new project.

47. MULTI-MODAL (Aeronautics) - Design Engineering
Contract (2003-0339) between MDOT and Linden Airport Leasing, LLC, will provide State grant funds for the design of the reconstruction of Runway 9/27 at Price's Airport in Linden, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$81,000; Linden Airport Leasing, LLC, Funds - \$9,000; Contract Total - \$90,000.
- Purpose/Business Case:** The project includes the design of the rehabilitation of the primary runway.
Benefit: The primary runway is in serious need of rehabilitation. The rehabilitation will extend the useful life of the runway and provide a smooth and debris-free surface for aircraft operations.
Funding Source: State Restricted Aeronautics Funds - \$81,000; Linden Airport, LLC, Funds - \$9,000; Contract Total - \$90,000.
Commitment Level: The contract has a fixed cost for the design.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned and the runway will not be rehabilitated. Failure to rehabilitate the runway soon will cause a more expensive rebuilding of the runway in later years.
Cost Reduction: The design contract will be reviewed by MDOT personnel for cost reductions.
New Project Identification: This is rehabilitation of an existing facility.
48. MULTI-MODAL (Aeronautics) - Airport Layout Plan
Contract (2003-0340) between MDOT and the Bay Community Airport Authority (BCAA) will provide State grant funds for an airport layout plan at the Bay Community Airport in Caseville, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$54,000; BCAA Funds - \$6,000; Contract Total - \$60,000.
- Purpose/Business Case:** The project includes the development of the airport layout plan for the Caseville Airport.
Benefit: The plans for a new airport in the Caseville/Pigeon area have been under development for 20 years. Preliminary work with DEQ/DNR has been completed and a draft airport layout plan needs to be developed. The location of the airport is in the National Plan of Integrated Airport Systems and the Michigan Airport System Plan. The airport, when built, will be eligible for Federal Aviation Administration Airport Improvement Program funding.
Funding Source: State Restricted Aeronautics Funds - \$54,000; Bay Community Airport Authority Funds - \$6,000; Contract Total - \$60,000.
Commitment Level: The contract has a fixed cost for the airport layout plan.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned and Federal funds could be lost.
Cost Reduction: The airport layout plan contract will be reviewed by MDOT personnel for cost reductions.
New Project Identification: This is a new airport.

49. MULTI-MODAL (UPTRAN) - Section 5313

Project Authorization (Z6) under Master Agreement (2002-0003) between MDOT and the Allegan County Board of Commissioners will provide State matching funds to the agency's Federal Section 5313 grant for the purchase of Advanced Rural Transportation Management Software. The effective date of this authorization is April 14, 2003, and the authorization will be in effect for four years. The authorization will be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$34,065. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$27,252; FY 2003 State Restricted Comprehensive Transportation Funds - \$6,813.

Purpose/Business Case: Provides for State matching funds to the agency's Federal Section 5313 grant for the purchase Advanced Rural Transportation Management Software.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$27,252; FY 2003 State Restricted Comprehensive Transportation Funds - \$6,813.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not undertaking this project is that Federal funds would be lost and needed software might not be purchased.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new project.

50. MULTI-MODAL (UPTRAN) - Section 5311 Capital

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0023) between MDOT and the Cadillac/Wexford Transit Authority will change the radio system cost to reflect actual cost and add a security camera system and a computer system update. The original authorization provides funding under the FY 2002 Federal Section 5311 Program, Surface Transportation Program (STP). The term of the authorization remains unchanged, September 24, 2002, through September 23, 2005. The authorization amount remains unchanged at \$60,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$48,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$12,000.

Purpose/Business Case: Provides State match for capital item purchases for a radio system, security camera system, and a computer system update.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$48,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$12,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not undertaking this project is that Federal funds will be lost and needed equipment may not be purchased.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

51.-52. MULTI-MODAL (UPTRAN) – Rideshare

Contracts between MDOT and the following agencies will provide Federal funds to continue local rideshare programs for FY 2003-2004. The following agencies will recruit persons to use carpools and vanpools as alternative transportation modes to the single occupant vehicle work commute trip. This will reduce energy consumption, traffic congestion, air pollution, and parking problems, while making our roadways safer by reducing the number of vehicles using them. The contract terms will be from July 1, 2003, through June 30, 2004. The total program amount will be \$444,032. Source of Funds: 100% Federal Highway Administration Funds (Congestion Mitigation and Air Quality Program).

| | <u>Contract #</u> | <u>Agency</u> | <u>Amount</u> |
|-----|-------------------|--|---------------|
| 51. | 2003-0323 | Southeast Michigan Council of Governments | \$ 349,532 |
| 52. | 2003-0325 | Suburban Mobility Authority for Regional Transportation (Pass-through funds to the Southeast Michigan Council of Governments) | \$ 94,500 |

Purpose/Business Case: To provide for the continuation of rideshare recruitment and matching services.

Benefit: Reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions, while making our roadways safer by reducing the number of vehicles using them.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: Contracts based on cost estimates.

Risk Assessment: The risks of not continuing the projects are loss of Federal funding, inability to provide car/vanpool matching services to the commuting public, and elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: The agencies will accomplish program objectives using internal support staff for the design and production of all program materials, thereby reducing the program costs.

New Project Identification: Not a new project.

53. *TRANSPORTATION PLANNING – Correct Fixed Fee Amount

Retroactive Amendatory Contract (99-0980/A2) between MDOT and Parsons Brinckerhoff Michigan, Inc., will correct the fixed fee amount to match the Exhibit A/cost proposal fixed fee amount per a May 6, 2003, Disputed Audits Review Team (DART) decision (DART Report 181). The contract term remains unchanged, November 8, 1999, through December 31, 2000. The contract amount remains unchanged at \$68,684.84. Source of Funds: 100% State Restricted Trunkline Funds.

The Bureau of Transportation Planning processed three contracts with the same consultant for the performance of traffic studies at various General Motors (GM) locations in Southeast Michigan. In the other two contracts, GM paid 20 percent of the costs, and the total costs were pro-rated by 80 percent to reflect MDOT's share. Contract No. 99-0980 was funded 100 percent by MDOT, but when the fixed fee for Section 14 was calculated, it was pro-rated by 80 percent, as was done with the other two contracts. The contract was reviewed and awarded, but none of the review entities noticed the discrepancy. The consultant had correctly calculated the fixed fee amount in the cost proposal, which was incorporated as part Exhibit A.

Purpose/Business Case: In conjunction with traffic operations studies of the trunkline and street networks adjacent to three General Motors facilities.

Benefit: MDOT can provide traffic congestion relief at identified intersection locations that will likely become problem situations in the future because of increasing traffic accessing the General Motors Proving Grounds facility near Milford.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The traffic study contract was cost plus fixed fee.

Risk Assessment: The traffic study contract has been successfully and satisfactorily completed.

Cost Reduction: The original fixed rate was determined to be acceptable.

New Project Identification: This is not a new project.

54. ***TRANSPORTATION PLANNING - Reed Canary Grass Research**

Contract (2003-0315) between MDOT and Northern Ecological Services, Inc., will provide for research involving the control and management of Reed Canary Grass within MDOT wetland mitigation sites. The contract will be in effect from the date of award through September 30, 2005. The total cost of the project will be \$182,384.66. Source of Funds: Federal Highway Administration Funds - \$145,907.72; State Restricted Trunkline Funds - \$36,476.94.

Purpose: To conduct research involving the control and management of reed canary grass (*Phalaris arundinacea* L.) within MDOT wetland mitigation sites in order to determine to what extent controlling reed canary grass in created wetlands is practicable. Data collected from this study will be used to identify the most effective techniques for controlling reed canary grass in wetlands, to determine to what extent controlling reed canary grass is feasible, and to evaluate the effect of control techniques on the natural environment. Control of reed canary grass is required by the Michigan Department of Environmental Quality (MDEQ) and is specified as a permit condition within permits issued under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act 451 of 1994, as amended.

Benefit: This project will provide MDOT with the information needed to develop and implement a cost effective invasive species control plan for reed canary grass. This will allow MDOT to comply with permit conditions issued under Part 303, Wetlands Protection. In addition, this is original research that will add to the body of knowledge pertaining to invasive species control in created wetlands.

Funding Source: This project is being funded by a State Planning and Research (SPR) grant approved by the Federal Highway Administration. TEA-21 dollars will be used for this project, which consists of 80% Federal dollars and 20% State dollars. No Build Michigan III funds will be used for this project.

Commitment Level: This is a cost plus fixed fee contract with a cost of \$182,384.66.

Risk Assessment: The risks of not conducting this research are great. MDOT currently uses chemical herbicides to control reed canary grass in wetland mitigation sites in order to comply with permit conditions. However, this method has been proven ineffective and may have a detrimental effect on non-target species. Clearly, research is needed to develop feasible cost-effective methods that do not harm the natural environment. There are no risks associated with performing this research.

Cost Reduction: The project was advertised, and the best consultant was selected based on qualifications. A lower rate has not been negotiated. However, the cost of this project is justified by the scope of work consultants are required to perform. This project involves setting up several test plots and testing efficacy of several techniques in an attempt to control reed canary grass. Techniques include mechanical control (mowing and disking), chemical herbicides, integrated pest management techniques (which involves a combination of various techniques), and competitive planting.

New Project Identification: This is a new research project and will be conducted on existing MDOT wetland mitigation sites where reed canary grass is present in excess of 10%.

EXCESS PROPERTY

55. RESOLUTION “A” - Negotiated Sale - Public Purpose
CS 63193, Parcel 1 Part A, Tract 504

The property is located in Commerce Township, Oakland County, Michigan, and contains 64 acres, more or less. The subject tract was appraised at \$2,815,000 by Norman G. Thomas of R.S. Thomas and Associates, Inc., on October 17, 2002, reviewed by Paul E. Sanders, Metro Region Director, and approved for sale by Larry E. Brown, Manager, Project Development Section, Michigan State Department of Transportation. In accordance with MDOT procedures, the subject tract was offered to local municipalities prior to being offered to the public. MDOT procedures also state that excess land sales in excess of \$50,000 can be purchased on land contract with 20 percent of the purchase price as down payment. Commerce Township submitted an “Option to Purchase Agreement,” accompanied by a check in the amount of \$563,000, which represents an initial non-refundable option fee payment equal to 20 percent of the property’s sale price. The balance of the purchase price is \$2,252,000 and the optionee will pay additional non-refundable option fees in equal monthly installments of not less than \$28,150, which is calculated as one percent of the purchase price. All excess property land contracts and options earn interest at 11 percent per annum and are due in full or they will expire five years from the date of award. This property will be conveyed with a 10-year reversionary clause requiring the property to be used for public purpose(s). The parcel was determined to be excess by the Bureau of Highways – Development.

\$2,815,000

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value, and the minimum sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold, it will reduce the amount of State revenue.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A. Not a new project.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

| | | | |
|----|---|----------------------------|--|
| 2. | LETTING OF JUNE 06, 2003 PROPOSAL 0306080 PROJECT M 70016-60428 LOCAL AGRMT. START DATE - JULY 07, 2003 COMPLETION DATE - MAY 15, 2004 | ENG. EST. \$ 201,803.50 | LOW BID \$ 189,721.05 % OVER/UNDER EST. -5.99 % |
|----|---|----------------------------|--|

0.327 mi of lengthening, hot mix asphalt cold milling and resurfacing, joint repair, guardrail upgrade, freeway light modifications and other safety related items on US-31, southbound, at 3rd Street, Ramp F, in the city of Ferrysburg, Ottawa County.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|----------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | | | |
| Thompson-McCully Company | \$ 229,747.13 | Same | 3 |
| Nashville Construction Company | \$ 199,690.13 | Same | 2 |
| C & D Hughes, Inc. | \$ 189,721.05 | Same | 1 ** |

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of bridges.

Funding Source: State Restricted Trunkline Funds - 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

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